

**CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
SAN DIEGO REGION**

**FACT SHEET
FOR
TENTATIVE ORDER NO. R9-2003-0215**

NPDES NO. CAG999001

**GENERAL WASTE DISCHARGE REQUIREMENTS
FOR
WASTE DISCHARGES ASSOCIATED WITH MARINA OPERATIONS
TO
COASTAL WATERS IN THE SAN DIEGO BASIN**

This fact sheet contains information regarding the Waste Discharge Requirements General Permit and National Pollutant Discharge Elimination System (NPDES) permit for waste discharges from marinas in the San Diego Basin. Specific marinas have been identified in the Del Mar Boat Basin and in the harbors of San Diego Bay, Mission Bay, Dana Point, and Oceanside. This Fact Sheet describes the factual, legal, and methodological basis for the proposed General Permit and provides supporting documentation to explain the rationale and assumptions used in deriving the conditions, best management practices, and other waste discharge requirements contained in the permit.

I. CONTACT INFORMATION

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II. GENERAL DESCRIPTION

The General Permit is intended to cover discharges resulting from activities undertaken at marinas in harbors within the San Diego Region. Marinas, classified under Standard Industrial Classification code 4493 (and North American Industry Classification System Code 713930), are defined as

“...establishments, commonly known as marinas, engaged in operating docking and/or storage facilities for pleasure craft owners, with or without one or more related activities, such as retailing fuel and marine supplies; and repairing, maintaining, or renting pleasure boats.”

Over 40 coastal marinas in the San Diego Region provide docking facilities for boats, including houseboats. Marinas are located in the San Diego Basin, including but not limited to the water bodies of the Del Mar Boat Basin (specifically the U.S. Marine Corps Base Camp Pendleton) and four harbors in the Region: Dana Point Harbor in Orange County, and Oceanside Harbor, Mission Bay, and San Diego Bay in San Diego County. Marinas in coastal waters of the San Diego Basin that contain slips for 10 or more boats will be subject to the General Permit. Houseboats are vessels primarily rigged for use as a residence rather than for transportation, and they may also be docked at marinas. The General Permit does not cover marinas used for military purposes; however, marinas intended for recreational use by the military in the applicable water bodies are regulated under the General Permit. The permit also does not apply to moorings and anchorages outside marina boundaries or to discharges from marinas located in inland waters such as lakes and reservoirs.

Establishments primarily engaged in building, or repairing boats and ships cannot be covered under this General Permit and must apply to the Regional Water Quality Control Board (Regional Board) for coverage under an individual permit for discharges to surface waters. In addition, establishments primarily engaged in the operation of charter or party fishing boats, or the rental of small recreational boats, are not covered by this permit.

Storm water discharges associated with industrial activities are not covered under this General Permit. Those storm water discharges are covered under State NPDES General Permit No. CAS000001, Waste Discharge Requirements (WDRs) for Discharges of Storm Water Associated With Industrial Activities Excluding Construction Activities. More specifically, State NPDES General Permit No. CAS000001 regulates storm water discharges from transportation facilities, including marinas, that conduct any type of vehicle maintenance such as fueling, cleaning, or repairing. State NPDES General Permit No. CAS000001 is applicable only to storm water runoff from the portions of transportation facilities involved in vehicle maintenance (including vehicle rehabilitation, mechanical repairs, painting, fueling, and lubrication). Storm water discharges from marinas that are covered under State NPDES General Permit No. CAS000001 are not authorized under this General Permit.

Various activities that can lead to the discharge of wastes and wastewaters into the surrounding surface waters are conducted in marinas. These activities include, but are not limited to, the following:

1. Overboard discharge of raw or poorly treated sewage waste, which contributes organic matter that can spread disease, contaminate shellfish beds, and lower oxygen levels. Studies have shown a direct relationship between the number of

boats in a sampled area and increased fecal coliform bacteria levels in the water column.

2. Spills from fueling facilities, which usually occur during fueling operations and involve diesel or gasoline spilled in small quantities as a result of overfilling tanks. Fueling facilities can also be a source of larger fuel spills when fuel transfer pipes or hoses leak or burst on or near the water.
3. Storm water runoff that washes over the surface of the land, picking up pollutants as it travels. Storm water runoff can collect soil particles, petroleum products, litter, and other wastes. All of these pollutants are carried with the runoff into surface waters. Normal activities occurring at a marina, such as vehicular traffic, equipment operation, boat maintenance, and simply human presence, are sources of pollution such as dust, petroleum products, soil particles, fertilizers, and trash.
4. Underwater hull cleaning of antifouling paints, which has been shown to release levels of toxic pollutants, such as copper, that can be detrimental to the surrounding aquatic organisms.
5. Minor maintenance activities such as light engine work, painting, and sanding, which can deposit wastes such as zinc anodes, batteries, engine and boat parts, paint chips, and sanding dust into the surrounding surface waters.

The use of an NPDES General Permit to regulate the discharge of the wastes described above is authorized under Title 40 of the *Code of Federal Regulations* (CFR), section 122.28. The dischargers to be covered by an NPDES General Permit must be involved in similar types of operations, discharge the same types of wastes, require similar effluent limitations and operating conditions, and require similar monitoring practices. The Regional Board believes that discharges from marina operations are more appropriately controlled under a General Permit than under individual permits.

As described further in Section VIII below, the General Permit requires marina operators to develop and implement a Marina Pollution Prevention Plan (MPPP) to control or eliminate the discharge of pollutants to harbors in the San Diego Region. The MPPP has two major objectives: (1) to help marina operators identify sources of pollution, and (2) to identify and implement best management practices (BMPs) to reduce or prevent the discharge of pollutants from these sources.

III. DESCRIPTION OF REGULATED DISCHARGES AND POLLUTANTS OF CONCERN

A number of activities undertaken at marinas, result in the discharge of pollutants to harbors. As recreational boating and the use of marinas increase, the need for protecting coastal waters increases. Because marinas are right at the water's edge, there is often no buffering of the release of pollutants to surface waters. Studies have shown that because of the high densities of vessels and low hydrologic flushing that characterize most

marinas, marinas tend to have elevated levels of pollutants in the water column and sediments.

For example, the National Oceanic and Atmospheric Administration (NOAA) has identified boating activities, including the presence of marinas, as a contributing source in the closure to harvesting of millions of acres of shellfish-growing waters due to high levels of pathogens resulting from partially treated sewage from vessels. Studies indicate that boats can be a significant source of fecal coliform bacteria in areas with high boat densities and low hydrologic flushing, such as harbors and marinas. Numerous studies have also found elevated hydrocarbon levels in sediment associated with or nearby harbors and marinas. A study performed in marinas showed significant decreases in dissolved oxygen concentrations compared to ambient concentrations in the receiving water body due to the decomposition of organics in sewage from vessels. Additional studies have indicated that copper input to marinas through bottom paints and scraping is significant. In addition, two comprehensive studies of San Diego Bay have indicated that the majority of dissolved copper loading to the bay is attributed to copper-based antifouling paints.

The illegal release of sewage from vessels within a marina, or the misuse or malfunctioning of a sewage pumpout facility, creates a point source discharge into surface waters that might degrade or further degrade water quality. The release of sewage from boats or pumpout stations can have substantial adverse effects on water quality by introducing bacteria, nutrients, and hazardous chemicals into waterways.

All vessels with installed toilets are required to install a marine sanitation device (MSD) that holds or treats sewage. MSDs may use chemicals such as formaldehyde, paraformaldehyde, quaternary ammonium chloride, and zinc sulfate to disinfect and deodorize sewage waste. Some of these chemicals are known carcinogens and can also have adverse impacts on aquatic organisms. Human waste can include Streptococci, fecal coliform bacteria, and other bacteria that contribute to the incidence of human disease, shellfish bed closures, alerts on eating fish, and algal blooms. Studies have documented a correlation between boating activity and elevated levels of fecal coliform bacteria. Fecal coliform levels may become elevated near boats during periods of high occupancy and usage. Holding tanks on boats also concentrate pollutants, the result of which is increased levels of oxygen demand required to break down the sewage when discharged. As shown in the table below, typical biochemical oxygen demand (BOD) concentrations in sewage from boats are significantly higher than those in raw or treated municipal sewage.

Type	Biochemical Oxygen Demand Concentration (mg/l)
Boat sewage	1,700–3,500
Raw municipal sewage	110–400
Treated municipal sewage	5–100

Some marinas are equipped with fueling docks for use by resident and visiting boaters. Such marinas have the potential to discharge petroleum products (gasoline, diesel, or oil)

directly into surface waters during boat fueling. Most fuel dock spills result from overfilling boat fuel tanks, resulting in fuel splash backs at the nozzle onto the deck or into the surface water. In addition, fuel drips from the nozzle as it is removed from the boats and returned to the fuel dock, and squirts of fuel from the boat's air vent line can also occur. Fuel dripped onto the fueling dock could be washed into the surface water during rainfall events. A less likely, but more damaging form of pollution occurs from leaking fuel pipes and hoses between the fuel storage tank and the pump. Petroleum hydrocarbons in fuel products can attach to suspended particles and sediments for years. As a result, mussels, oysters, and other bottom-dwelling organisms can ingest these hydrocarbons long after they are spilled or washed into surface waters. Hydrocarbons are toxic to some aquatic species because they float on water and can smother marine larvae that breathe air at the surface. Studies have found high concentrations of petroleum hydrocarbons in marinas.

Any debris on the ground that is light enough to be swept away by flowing storm water can end up in the coastal waters. Sanding dust, paint dust and chips, and other such solids that are inadvertently allowed to drop to the ground while maintaining or repairing a boat by sanding or other abrasive methods can be swept up by the runoff of the next rainstorm. Oils, grease, solvents, paint drippings, and fuel spilled or dripped onto the ground can also be carried away in the runoff. Other pollutants such as pesticides, fertilizer, and petroleum products left by vehicular traffic can also be washed into surrounding surface water. Once in the marina basin, these pollutants can sink with solids to the bottom, be eaten by bottom-feeding fish or filter-feeding shellfish, or settle onto aquatic vegetation.

Many boat owners use antifouling paints on their vessels to slow the growth of fouling organisms on the hulls. Many antifouling hull paints contain pesticides or metals like copper to accomplish this goal. Hulls may be wiped down periodically to remove organisms that have adhered to them. The wiping down of vessel hulls is done both with power tools and by hand. The industrial-type activity of underwater hull cleaning has been shown to cause release of copper into the immediate surrounding water. Copper is used in antifouling paints because it is toxic to many forms of aquatic life. It is the most common pollutant found at toxic levels in marinas nationwide. The principal toxicant in copper-based paints is cuprous oxide, which acts as a preventive biocide by leaching into the water. The rate of leaching is increased dramatically during underwater hull cleaning. Research has indicated that underwater hull cleaning results in elevated total copper concentrations near the vicinity of the operation. Not only is dissolved copper released during hull cleaning; smaller amounts of dissolved copper are also released from debris and sediments after the cleaning has ended. The particulate form of copper is rapidly incorporated into the bottom sediment.

Sources of copper loading to San Diego Bay were investigated in two comprehensive analyses. In both studies, it was concluded that the majority of dissolved copper loading to the bay is attributed to copper-based antifouling paints, specifically from passive leaching and underwater hull cleaning. It has been estimated that most pleasure craft in the bay undergo periodic underwater hull cleaning. It has also been estimated that

underwater hull cleaning takes place in San Diego Bay about 10 times a year for regularly maintained recreation boats.

Copper sources in the vicinity of marinas could include disposal of solid wastes containing brass and bronze, passive leaching of copper from boat anti-fouling paints, and copper released due to underwater hull cleaning. Most of the copper loading to receiving waters from marinas results from passive leaching from anti-fouling paints. Marina operators at this time do not have the capability to reduce copper leaching from anti-fouling coatings lawfully applied to boat hulls.

Activities such as light engine repair, hull sanding, painting, and other light maintenance are often performed at marinas. At marinas, boat maintenance activities produce similar wastes to those generated for auto maintenance activities on the land; for example, engine fluids, solvents, and batteries. Light engine repair can release spent solvents (containing volatile organic compounds, or VOCs), oils, heavy metals, acid/alkaline wastes, and detergents into the surrounding surface water. Painting activities performed at a marina can result in a spill into the water. Paints can release solvents, metals, resins, and volatile organic compounds into the water. In addition, boat owners may use a variety of boat cleaners, such as teak wood cleaners, fiberglass polishers, and detergents. When boats are washed while still in the water, these products may be discharged into the surface water. Many cleaners contain harsh chlorine, ammonia, phosphates, and other caustic chemicals that can harm fish and other aquatic life. Some chemicals in these cleaners bioaccumulate in aquatic organisms and could eventually bioaccumulate in fish or shellfish.

IV. DESCRIPTION OF EXISTING CONTROL AND PRACTICES

A number of existing regulatory requirements and voluntary programs apply to various activities at marinas. Many of the regulatory requirements relate to addressing spills in fueling areas as well as proper control of sewage on vessels. Many voluntary programs more broadly address the various activities at marinas that could affect water quality.

Under Clean Water Act (CWA) section 311(j)(1)(C), facilities with fueling facilities are required to train employees on proper response to oil spills. An engineer-certified Spill Prevention, Control, and Countermeasures (SPCC) Plan is also required under 40 CFR Part 112 for various marinas based on the means of storage and the volume of petroleum stored on-site. Finally, marinas with fueling stations must comply with the State Aboveground Petroleum Storage Act of 1990, which specifies design criteria and implementation measures to prevent spills from fueling stations.

It is illegal under Federal law to discharge sewage from boats in navigable U.S. waters, including coastal waters up to 3 miles offshore. Boats with installed toilets must have an operable and certified marine sanitation device (MSD) that either holds sewage for pumpout or discharge beyond the 3-mile limit or treats the sewage to federal standards prior to discharge.

The California Code of Regulations (23, Chapter 20, 20.1) contains criteria for the design, construction, operation, and maintenance of pumpout facilities and specifies administrative procedures to be followed to provide a standard method of determining which marine terminals must install and operate pumpout facilities.

Boaters must also comply with Section 312 of the CWA, which allows States to designate various waters as “no discharge zones” (NDZs). An NDZ is an area of a water body or an entire water body into which the discharge of sewage (treated or untreated) from all vessels is completely prohibited: These zones are designed to give states an additional tool to address water quality issues associated with sewage contamination. The waters in the harbors of Mission Bay, Dana Point, and Oceanside, in their entirety, are designated as NDZs. In addition, the shallower waters in San Diego Bay Harbor to 30 feet in depth at mean lower low water (MLLW), are also designated as an NDZ.

As described in Section II of this Fact Sheet, storm water discharges from facilities classified as marinas that perform vehicle (vessel) maintenance activities (including vehicle rehabilitation, mechanical repairs, painting, fueling, and lubrication) or equipment cleaning operations are covered under State NPDES General Permit No. CAS000001, Waste Discharge Requirements (WDRs) for Discharges of Storm Water Associated With Industrial Activities Excluding Construction Activities. Dischargers to which this permit is applicable must develop and implement a Storm Water Pollution Prevention Plan (SWPPP). It should also be noted that in the San Diego Region, several municipal entities are required to develop and implement a storm water management program to control discharges from their municipal separate storm sewer systems (MS4s). As part of these programs, required under the Municipal Separate Storm Sewer System Permit for the San Diego Region (CAS0108758), these municipal entities are responsible for regulating storm water discharges to their respective MS4s. These programs specifically require, among other things, that storm water discharges associated with industrial activities from marinas be controlled by implementing site and source-specific BMPs designated by the municipal entity.

The federal Organotin Antifouling Paint Control Act of 1998 (33 U.S.C. 2401) places limitations on the use of tributyltin (TBT) in antifouling paints based on the size and use of the vessel, and the hull material. In addition, the US EPA Office of Pesticide Programs under the authority of the Federal Insecticide, Fungicide, and Rodenticide Act registers copper anti-fouling paints for use on boat hulls. The California Department of Pesticide Regulation may impose additional controls on registered paints under the California Agriculture Code.

A number of programs and initiatives have been designed to encourage the use of management practices for activities occurring at marinas. Currently various state and industry organizations encourage marinas and boat owners to implement management measures/BMPs that help abate the discharge of pollutants into surface waters. The management measures focus on actions that completely eliminate or greatly reduce the discharge of pollutants into the water bodies. Many marinas and boat owners are already incorporating these BMPs as standard operating procedure. Examples of such

management measures can be found in public outreach booklets, brochures, and guidance developed by the California Coastal Commission, California Sea Grant Extension, U.S. Environmental Protection Agency (USEPA), and the National Clean Boating Campaign.

V. RECEIVING WATERS

The Comprehensive Water Quality Control Plan, San Diego Basin (9) (hereinafter Basin Plan) designates beneficial uses, narrative and numeric water quality objectives, and prohibitions that are applicable to the discharges regulated under this Order.

Beneficial Uses

The Basin Plan establishes the following beneficial uses for the waters of Del Mar Boat Basin, Dana Point Harbor, and Oceanside Harbor:

1. Commercial and Sport Fishing
2. Contact Water Recreation
3. Industrial Service Supply
4. Marine Habitat
5. Migration of Aquatic Organisms
6. Navigation
7. Non-contact Water Recreation
8. Rare, Threatened, or Endangered Species
9. Shellfish Harvesting
10. Spawning, Reproduction, and/or Early Development
11. Wildlife Habitat

The Basin Plan establishes the following beneficial uses for the waters of Mission Bay:

1. Commercial and Sport Fishing
2. Contact Water Recreation
3. Estuarine Habitat
4. Industrial Service Supply
5. Marine Habitat
6. Migration of Aquatic Organisms
7. Non-contact Water Recreation
8. Rare, Threatened, or Endangered Species
9. Shellfish Harvesting
10. Spawning, Reproduction, and/or Early Development
11. Wildlife Habitat

The Basin Plan establishes the following beneficial uses for the waters of San Diego Bay:

1. Commercial and Sport Fishing
2. Contact Water Recreation
3. Estuarine Habitat

4. Industrial Service Supply
5. Migration of Aquatic Organisms
6. Navigation
7. Non-contact Water Recreation
8. Preservation of Biological Habitats of Special Significance
9. Rare, Threatened, or Endangered Species
10. Shellfish Harvesting
11. Spawning, Reproduction, and/or Early Development
12. Wildlife Habitat

Other applicable coastal water bodies not previously defined may include the following beneficial uses as defined in the Basin Plan.

1. Aquaculture
2. Commercial and Sport Fishing
3. Contact Water Recreation
4. Estuarine Habitat
5. Industrial Service Supply
6. Migration of Aquatic Organisms
7. Navigation
8. Non-contact Water Recreation
9. Preservation of Biological Habitats of Special Significance
10. Rare, Threatened, or Endangered Species
11. Shellfish Harvesting
12. Spawning, Reproduction, and/or Early Development
13. Warm Freshwater Habitat
14. Wildlife Habitat

Applicable Total Maximum Daily Loads

Portions of harbor waters where marinas are located or could be located are currently not meeting applicable water quality standards and are designated as impaired pursuant to Clean Water Act Section 303 (d). The Clean Water Act requires the Regional Board to calculate Total Maximum Daily Loads (TMDLs) for all Section 303 (d) listed water bodies in order to attain applicable water quality standards. The Regional Board is currently developing a TMDL to address waste discharges of copper in the Shelter Island Yacht Basin portion of San Diego Bay. Similar TMDLs addressing waste discharges in marinas may be developed in the future. Federal regulations require that NPDES permit effluent limitations be established consistent with wasteload allocations developed under applicable TMDLs. This permit may be modified to include wasteload allocations established by the TMDLs.

Copper sources in the vicinity of marinas could include disposal of solid wastes containing brass and bronze, passive leaching of copper from boat anti-fouling paints, and copper released due to underwater hull cleaning. Most of the copper loading to receiving waters from marinas results from passive leaching from anti-fouling paints.

Marina operators at this time will not be required to reduce copper leaching from anti-fouling paints lawfully applied to boat hulls.

VI. APPLICABLE PLANS, POLICIES, AND REGULATIONS

The requirements in the proposed General Permit are based on the requirements and authorities in the following:

1. The Federal Clean Water Act (CWA). The Federal CWA requires that any point source discharges of pollutants to a water of the United States must be done in conformance with an NPDES permit. NPDES permits establish effluent limitations that incorporate various requirements of the CWA designed to protect water quality.
2. Title 40, of the Federal Code of Regulations (40 CFR)-Protection of Environment, Chapter I, Environmental Protection Agency, Subchapter D, Water Programs, Parts 122-125 and Subchapter N, Effluent Guidelines. These CWA regulations provide effluent limits for certain dischargers and establish procedures for NPDES permitting, including how to establish effluent limits for certain pollutants discharged.
3. The Porter-Cologne Water Quality Control Act. The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) was amended by the State on January 1, 2002. It is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of waters of the State.
4. The Comprehensive Water Quality Control Plan, San Diego Basin (9). The Comprehensive Water Quality Control Plan, San Diego Basin (9) (Basin Plan) was adopted by the Regional Board on September 8, 1994, and subsequently approved by the State Water Resources Control Board (SWRCB) on December 13, 1994. Subsequent revisions to the Basin Plan have also been adopted by the Regional Board and approved by the SWRCB. The Basin Plan designates beneficial uses, narrative and numeric water quality objectives, and prohibitions that are applicable to the discharges regulated under this General Permit.
5. Enclosed Bays and Estuaries Policy. The SWRCB adopted a Water Quality Control Policy for Enclosed Bays and Estuaries of California (Bays and Estuaries Policy) on May 16, 1974. The Bays and Estuaries Policy establishes principles for the management of water quality, quality requirements for waste discharges, discharge prohibitions, and general provisions to prevent water quality degradation and to protect the beneficial uses of the waters of enclosed bays and estuaries. Those principles, requirements, prohibitions, and provisions have been incorporated into this General Permit

The Bays and Estuaries Policy does not apply to wastes from vessels or land runoff except for discharges or bypasses of untreated waste and the discharge of silt, sand, soil clay, or other earthen materials from onshore operations, in quantities that unreasonably affect or threaten to affect beneficial uses.

This General Permit does regulate discharges from vessels, but it is intended to regulate industrial-type maintenance activities not considered by the Board to be normal vessel operation, in addition to fueling and sewage pump stations that may directly discharge pollutants into waters of the State.

The Bays and Estuaries Policy contains the following principle for management of water quality in enclosed bays and estuaries, which include San Diego Bay:

The discharge of municipal wastewaters and industrial process waters (exclusive of cooling water discharges) to enclosed bays and estuaries shall be phased out at the earliest practicable date. Exceptions to this provision may be granted by a Regional Board only when the Regional Board finds that the wastewater in question would consistently be treated and discharged in such a manner that it would enhance the quality of receiving waters above that which would occur in the absence of the discharge. For the purpose of this policy, treated ballast waters and innocuous non-municipal wastewater such as clear brines, wash water, and pool drains are not necessarily considered industrial process wastes, and may be allowed by Regional Boards under discharge requirements that provide protection to the beneficial uses of the receiving water.

The Bays and Estuaries Policy also prohibits the discharge or bypassing of untreated wastes. For the purpose of the Bays and Estuaries Policy and this General Permit, discharges of fire protection water are considered innocuous nonmunicipal wastewaters and, as such, are not considered industrial process wastes.

6. California Toxics Rule. The USEPA promulgated the final California Toxic Rule (CTR) on May 18, 2000, as required by section 303(c)(2)(B) of the Federal CWA. The CTR regulations, codified in 40 CFR Part 131, establish water quality standards for inland surface waters and bays and estuaries. The water quality criteria established in the CTR are legally applicable in the State of California for inland surface waters and enclosed bays and estuaries for all purposes and programs under the CWA.
7. State Implementation Policy. On March 2, 2000, the State Board, in Resolution No. 2000-15, adopted a *Policy for Implementation of Toxic Standards for Inland Surface Waters, Enclosed Bays, and Estuaries of California* (State

Implementation Policy, or SIP). The SIP implements the provisions promulgated by the USEPA in the CTR and establishes the following:

- A. Implementation provisions for priority pollutant criteria promulgated by the USEPA through the National Toxic Rule (NTR) and the CTR, and for priority pollutant objectives established in the Basin Plan.
- B. Monitoring requirements for 2,3,7,8-TCDD equivalents.
- C. Chronic toxicity control provisions.

VII. REGULATORY BASIS FOR WASTE DISCHARGE REQUIREMENTS

The CWA requires point source dischargers to control the amount of conventional, nonconventional, and toxic pollutants discharged into the waters of the United States. The control of the discharge of pollutants is established through NPDES permits, which contain effluent limitations and other permit conditions and standards. The CWA establishes two principal bases for effluent limitations. First, dischargers are required to meet technology-based effluent limitations that reflect the best controls available considering cost and economic impact. Second, they are required to meet water quality-based effluent limitations (WQBELs) that are developed to protect applicable designated uses of the receiving water.

The CWA requires that technology-based effluent limitations be established based on several levels of controls:

1. Best practicable treatment control technology (BPT) is based on the average of the best performance by plants in an industrial category or subcategory. BPT standards apply to toxic, conventional, and nonconventional pollutants.
2. Best available technology economically achievable (BAT) represents the best existing performance of treatment technologies that are economically achievable in an industrial point source category. BAT standards apply to toxic and nonconventional pollutants.
3. Best conventional pollutant control technology (BCT) is a standard for the control of conventional pollutants from existing industrial point sources, including BOD, total suspended solids (TSS), fecal coliform bacteria, pH, and oil and grease. The BCT standard is established after considering the “cost reasonableness” of the relationship between the cost of attaining a reduction in effluent discharge and the benefits that would result, as well as the cost-effectiveness of additional industrial treatment beyond BPT.
4. New source performance standards (NSPS) represent the best available demonstrated control technology standards. The intent of NSPS guidelines is to set limitations that represent state-of-the-art treatment technology for new sources.

The CWA requires the USEPA to develop effluent limitations guidelines (ELGs) and standards representing application of BPT, BCT, BAT, and NSPS. Section 402(a)(1) of the CWA and 40 CFR §125.3 (part of the NPDES regulations) authorize the use of best professional judgment (BPJ) to derive technology-based effluent limitations on a case-by-case basis where ELGs are not available for certain industrial categories and/or pollutants of concern. Further, according to 40 CFR §122.44(k), BMPs may be included as permit conditions to control or abate the discharge of pollutants when the BMPs meet one or more of the following criteria:

1. Authorized under Section 304(e) of the CWA for the control of toxic pollutants and hazardous substances from ancillary industrial activities.
2. Authorized under Section 402(p) of the CWA for control of storm water discharges.
3. Numeric effluent limitations are infeasible.
4. The practices are reasonably necessary to achieve effluent limitations and standards or to carry out the purpose and intent of the CWA.

If a reasonable potential exists for pollutants in a discharge to exceed water quality standards, WQBELs are also required under 40 CFR 122.44(d)(1)(i). WQBELs are established after determining that technology-based limitations are not stringent enough to ensure that State water quality standards are met for the receiving water. WQBELs are based on the designated use of the receiving water, water quality criteria necessary to support the designated uses, and the State's antidegradation policy. For discharges to inland surface waters, enclosed bays, and estuaries, the state implementation policy (SIP) establishes specific implementation procedures for determining reasonable potential and establishing WQBELs for priority pollutant criteria promulgated by the USEPA through the CTR and NTR, as well as the Basin Plan.

VIII. JUSTIFICATION FOR WASTE DISCHARGE REQUIREMENTS

Technology-Based Effluent Limitations

According to 40 CFR 122.44(k) (part of the NPDES regulations), BMPs may be included as permit conditions to control or abate the discharge of pollutants when, among other reasons, numeric effluent limitations are infeasible and when the practices are reasonably necessary to achieve effluent limitations and standards or to carry out the purpose and intent of the CWA.

The implementation of BMPs for the discharge of applicable wastes associated with marina operations is appropriate. First, no effluent limit guidelines exist for discharges from marina operations, so controls must be established on a best professional judgment (BPJ) basis. Second, because of the diverse and site-specific nature of activities that could occur at marinas (boat hull cleaning, fuel spills, and sewage spills), establishing

numeric effluent limitations is infeasible. BMPs that emphasize pollution prevention should be an effective method to abate the potential for the discharge of pollutants and wastes from marina operations. As described further below, the General Permit requires the development and implementation of a Marina Pollution Prevention Plan that includes BMPs specific to the operations and activities that could result in pollutant discharges to surface waters.

Water Quality-Based Effluent Limitations

Enrollees for coverage under this General Permit will be required by the Regional Board to participate in regional monitoring programs to address ambient conditions and compliance with this permit. Because sufficient data is not available to conduct a reasonable potential analysis for the surface waters affected by this General Permit, the analysis was not performed for discharges associated with marina operations. During the monitoring or upon completion of the monitoring, the Regional Board could use the monitoring data to conduct an analysis to determine if water quality-based effluent limitations as specified in 40 CFR 122.44(d)(1)(i) could be appropriate.

To ensure that marina operators properly implement marina pollution prevention plans (MPPPs), the General Permit requires daily visual observation of marina activities and operations in lieu of monitoring. In addition, each marina operator is required to perform a more comprehensive site evaluation and review to ensure proper implementation of the MPPP. If an MPPP is found to be ineffective in controlling the discharge of pollutants, the marina operator is required to revise the MPPP to address the source(s) of pollutants. Finally, each marina operator covered by the General Permit must submit an Annual Report that summarizes the results of the daily observations and quarterly site evaluations to the Regional Board. If upon review of the Annual Reports or compliance inspections performed by Regional Board staff, it is determined that MPPPs are not consistently preventing the discharge of pollutants, the Regional Board may reopen the permit to include specific monitoring requirements.

Marina Pollution Prevention Plan

Facilities regulated under this General Permit are specifically required to develop and implement a MPPP that addresses point source discharges. Each MPPP would be a plan developed by each individual marina comprising the BMPs that would result in achievement of applicable water quality standards. Each marina would be granted one (1) year after the date of application to develop an MPPP and submit it to the Regional Board for review and approval. This approach provides the flexibility necessary to establish appropriate BMPs for the different types of operations, activities, and pollutant sources at marinas. The MPPP requirements contain essential elements that all marina operators must consider and address.

An MPPP that incorporates BMPs that emphasize pollution prevention measures should be an effective method to abate the potential for the discharge of pollutants and waste from the facility. The MPPP is a written document that must contain a compliance activity schedule, a description of activities and pollutant sources, descriptions of BMPs, drawings, maps, and relevant copies or references to parts of other plans (e.g., Clean

Marina Plan). A copy of any requirements incorporated by reference must be kept at the facility. The MPPP must be revised whenever appropriate and shall be readily available for review by facility employees or Regional Board inspectors.

The objectives of the MPPP are 1) to identify and evaluate sources of pollutants associated with activities being conducted at the marina that have the potential to be discharged into surface waters and 2) to identify and implement site-specific BMPs to reduce or prevent pollutants associated with marina activities from discharging into surface waters from the facility. To achieve these objectives, every MPPP must address each of the components described below.

1. Planning and Organization. The MPPP must describe how the marina operator intends to develop and implement the MPPP. The MPPP must specifically:
 - A. Identify the person or persons, and their positions within the facility organization, who will be responsible for developing the MPPP; implementing and revising, as necessary, the MPPP; and conducting all monitoring and reporting program activities required by this General Permit. The MPPP must clearly identify the General Permit-related responsibilities, duties, and activities of each team member.
 - B. Incorporate or reference the appropriate elements of other plans or programs currently being implemented by the marina as a result of other regulatory requirements or participation in voluntary programs. Marina operators should review all local, State, and federal requirements that affect, complement, or are consistent with the requirements of this General Permit (e.g., storm water General Permit requirements). Marina operators should identify any existing facility plans that contain pollutant control measures or relate to the requirements of this General Permit.
2. Site Map. As part of the development of the MPPP, each marina operator must develop a site map that should be used to assist in assessing possible pollutant sources from marina activities and operations. The following must be identified on each site map:
 - A. The facility boundaries; the outline of all storm water drainage areas within the facility boundaries; portions of the drainage area affected by run-on from surrounding areas; direction of flow of each drainage area, on-site water bodies, and areas of soil erosion; and the location of fueling stations, sewage pumpout facilities, boat washing areas, or any other location where industrial-type activity takes place. The map must also identify adjacent water bodies and municipal storm drain inlets where the facility's storm water discharges and authorized non-storm water discharges might be received.
 - B. The location of the on-site storm water collection and conveyance system, associated points of discharge, and direction of flow. Include any structural

control measures that affect storm water discharges, authorized non-storm water discharges, and run-on.

- C. All impervious areas of the facility, including paved areas, buildings, covered storage areas, and other roofed structures. The map should indicate dimensions of the impervious areas.
 - D. Locations where materials (e.g., paint, solvents, fuel, etc....) are directly exposed to precipitation and the locations where significant spills or leaks have occurred.
3. Material Identification. The marina operator must develop an inventory of materials used or stored within the marina boundaries to assist in assessing possible pollutant sources from marina activities and operations. The MPPP, at a minimum, must include: A list of materials handled and stored at the marina site. For each material the locations where the material is being stored and handled, as well as the typical quantities and frequency, must be described. Materials include raw materials, intermediate products, final or finished products, recycled materials, and waste or disposed materials.
4. Activity Identification. The MPPP must include a narrative description of the marina's activities, associated potential pollutant sources, and potential pollutants that could be discharged. At a minimum, the following items related to a marina's activities and operations must be considered:
- A. Activity Description . Description of each activity (e.g., fueling, boat washing, boat maintenance, boat painting, etc.) and the type, characteristics, and quantity of materials used in or resulting from the activity. Where applicable, areas protected by containment structures and the corresponding containment capacity must be described.
 - B. Material Handling and Storage Areas. Description of each handling and storage area and the types, characteristics, and amounts of materials handled or stored. Any existing spill or leak prevention and response procedures must also be identified. Where applicable, areas protected by containment structures and the corresponding containment capacity must be described.
 - C. Dust and Particle Generation Activities. Description of all activities that generate dust or particulates that might be deposited within the marina's boundaries and identification of their discharge locations; the characteristics of the dust and particulate pollutants; the approximate quantity of dust and particulate pollutants that might be deposited within the marina boundaries; and a description of the primary areas of the marina where dust and particulate pollutants would settle.

- D. *Significant Spills and Leaks.* Description of materials that have spilled or leaked in significant quantities into surface waters within the past 5 years. The description must include the types, characteristics, and approximate amounts of the material spilled or leaked, and the cleanup or remedial actions that have occurred or are planned.
5. *Assessment of Pollutant Discharge Potential.* The MPPP must include a narrative assessment of all marina activities and operations, associated potential pollutant sources, and potential pollutants that could be discharged to surface waters. At a minimum, the following must be addressed:
- A. Identification of the locations of potential pollutants (i.e., which areas of the facility are likely sources of pollutants in storm water discharges and non-storm water discharges).
- B. Identification of which pollutants are likely to be present in discharges to surface waters.
6. *Best Management Practices.* The MPPP must include a narrative description of the existing BMPs and new BMPs to be implemented at the facility for each potential pollutant and its source, as identified in the assessment phase. The BMPs must be developed and implemented so as to reduce or prevent pollutants in discharges into receiving water bodies. Specific BMPs that must be considered include, but are not limited to, the following:
- A. **BMPs that address potential discharges from sewage pump-out facilities and ensure pump-out facilities are operating properly.**
- Examples of acceptable BMPs include:
- i. Install a sewage pump-out system.
 - ii. Connect directly to the municipal sewage treatment system or have waste transferred by truck to a treatment facility
 - iii. Select a system capable of meeting the needs of the facility users.
 - iv. Regularly maintain the pumpout station. Maintain the integrity of the pumpout station holding tank so as to prevent leaching or leaks.
 - v. Monitor and control the manner in which the pumpout is operated to prevent accidental spills.
- B. **BMPs that address fuel station operations, ensuring that fuel and oil spills are prevented, identified, and cleaned up.**

Examples of acceptable BMPs include:

- i. Locate and design fueling facilities such that spills can be quickly contained in an easily enclosed area.
- ii. Develop a Spill Prevention, Control, and Countermeasures (SPCC) Plan. (Note that this is required for facilities with 1,320-gallon tanks and facility aggregate.)
- iii. Develop a spill contingency plan, even if the facility is exempt pursuant to SPCC regulations.
- iv. Maintain and regularly inspect fuel transfer equipment to ensure the protection of water quality in the adjacent water bodies.
- v. Supervise fueling activities to prevent spills and protect the water quality of adjacent water bodies.
- vi. Use spill and overflow protection (e.g., absorbent pads). Provide oil absorbents to boaters for catching fuel drips and spills, and provide proper collection of spent absorbent pads at fueling areas.
- vii. Educate boaters in proper fueling techniques, or allow only trained employees to fill vessels.
- viii. Offer spill-proof oil change equipment to prevent the discharge of oil into adjacent water bodies.

C. BMPs that address prevention of pollutants contained in storm water runoff from areas not regulated under the State General Permit for discharges of storm water associated with industrial activities.

Examples of acceptable BMPs include:

- i. To the greatest extent possible perform minor boat cleaning, minor maintenance, and minor repair work inside work buildings. Spray booths, temporary plastic enclosures for painting and sanding, should be provided. Where buildings and enclosed areas are not available, provide clearly designated land areas for minor boat repair and maintenance. Boat hull maintenance areas can be designed so that all maintenance activities that are significant potential sources of pollution can be accomplished over dry land, allowing the collection and proper disposal of debris, residues, solvents, spills, and storm water runoff. Capture pollutants from boat cleaning and maintenance activities using tarps and filter cloths. Maintenance that would otherwise contribute to the degradation of water quality should not be allowed to occur outside

these marked areas. (Note that only minor maintenance is allowed at marinas; major boatyard maintenance should be regulated under a separate NPDES permit.) Encourage the use of vacuum sanders to remove paint from hulls and to collect debris during topside sanding. (Note that major paint removal is not permitted in these marinas; major boatyard maintenance should be regulated under a separate NPDES permit.) Clean hull maintenance areas immediately after any maintenance to remove debris, and dispose of collected debris properly. Sweep or vacuum around hull maintenance areas, roads, parking lots, and driveways frequently.

- ii. Use pesticides within the marina areas sparingly and only after all other options have been exhausted to minimize the discharge of pollutants in storm water into adjacent water bodies.
- iii. Limit fertilization of grounds within the marina boundaries to minimize the discharge of pollutants in storm water into adjacent water bodies.
- iv. Collect and manage waste oil and other toxic wastes properly as to prevent their contact with storm water or surface water. Report oil or chemical spills to both federal and state agencies. Provide clearly labeled, separate containers for disposal of used oil and oil filters.
- v. Minimize impervious areas to reduce storm water runoff directly into adjacent water bodies.
- vi. Limit vehicular access in locations that require the crossing of ecologically sensitive areas to prevent erosion and the release of pollutants into adjacent water bodies.
- vii. Site structures in upland and inland areas to minimize the discharge of pollutants into adjacent water bodies.
- viii. Practice water-wise landscaping to minimize erosion and the discharge of polluted storm water into adjacent water bodies.
- ix. Provide trash receptacles or appropriate recycling containers throughout the facility to minimize the discharge of debris into adjacent water bodies.
- x. Provide collection services for zincs, parts, filters, lumber, and other forms of solid waste.
- xi. Minimize run-on of storm water into fueling areas (e.g., by covering fueling areas) to minimize the discharge of polluted storm water into adjacent water bodies.

- xii. Implement erosion control and site stabilization practices to minimize the discharge of sediment into adjacent water bodies.
- xiii. Use a no-discharge approach to maintaining marina structures. Scrape, sand, and paint in-water and shore-side structures according to the same management practices used for boat cleaning and maintenance. When possible, move floating structures to shore for minor scrapping and painting.

D. BMPs that minimize/prevent the discharge of pollutants resulting from underwater hull cleaning.

Examples of acceptable BMPs include:

- i. No cleaning of bottom paints containing tributyltin (TBT) paints should be permitted within the marina.
- ii. Include a request for information regarding type of bottom paint (e.g., antifouling paints) used on tenants' boat in the contract for slip rentals.
- iii. Encourage the use of less toxic hull coatings and bottom paints to minimize the effects of underwater hull cleaning.
- iv. Encourage divers conducting underwater hull cleaning to use modern BMPs based on appropriate tools and methods tailored to the types of point on hulls.
- v. Do not clean copper-based hull paints within 90 days of paint application.
- vi. Any in-water bottom cleaning should be performed using nonabrasive methods, before marine grass or hard fouling growths become established on painted surfaces. Cleaning should use soft carpet or, for rotary cleaning, a long bristled soft brush passed quickly and lightly over the surface. When marine growth is significant and cannot be removed without abrasive cleaning methods, assess whether such cleaning can be performed without paint removal occurring. If cleaning might lead to paint removal, refrain from cleaning in the slip.
- vii. Activities that might result in discharges of paint containing copper and/or other metals should be conducted in a boatyard with waste collection and treatment systems that are permitted by the Regional Board.

- viii. Educate boaters, employees, and contractors about cleaning methods designed to prevent the release of toxic discharges.

E. BMPs that minimize/prevent the discharge of pollutants resulting from activities at marinas not previously addressed.

Examples of acceptable BMPs include:

- i. Use environmentally sound materials (e.g., biodegradable detergents, polishing compounds, solvents) that are protective of water quality while engaging in industrial-type activities in marinas.
 - ii. Provide a method for preventing overboard disposal of oily bilge-water, a bilge pump-out facility or service, or distribution and collection of oil-absorbent pads.
 - iii. Dispose of hazardous waste in a manner protective of water quality and consistent with local, state, and federal regulations.
 - iv. Provide a collection service for the disposal of zincs, parts, lumber, metals, and other solid wastes that are applicable to the marina.
 - v. Require the use of gray-water recycling when possible to minimize the release of pollutants to adjacent water bodies.
 - vi. Prohibit major maintenance and repair work in marinas. Major maintenance is allowed only at boatyards.
7. Training. All staff employed by each individual marina are required to be trained on the BMPs and procedures contained in the MPPP. The MPPP should be effectively communicated to tenants, visitors, and contractors. The marina can incorporate environmental policies in contracts for slip-holders, live-aboards, boat maintenance contractors, and others that might contract with the marina. Signs should be posted to convey environmental policies in conspicuous places (e.g., fuel docks, pump-out stations, recycling stations, marina office).
8. Daily Visual Observations. The marina operator or designated staff must conduct daily visual observations at locations where industrial-type activity is likely to occur within the boundaries of the facility. Visual observations must be made during daylight hours and must include the following documentation:
- A. Weather conditions, especially rainfall events, at the time of monitoring should be recorded.
 - B. The daily visual observations must document the presence of any noncompliance with the MPPP.

- C. Any evidence of discoloration, stains, odors, floating materials, suspended material, oil and grease, turbidity, and the like, as well as the source of any discharge, must be recorded.
 - D. Records of the following must be maintained: visual observation dates, locations observed, observations, and response taken to eliminate unauthorized discharges and to reduce or prevent pollutants from contacting discharges and receiving water bodies.
 - E. A minimum of three storm events with rainfalls greater than one quarter (0.25) of an inch must be observed annually to ensure the integrity of storm water BMPs.
 - F. On days when no violations have been recorded, the log must state that, "No findings were observed."
9. Quarterly Site Observations and Evaluations. The marina operator must conduct quarterly comprehensive site compliance evaluations. The evaluations shall include the following:
- A. A count of the numbers of occupied slips and unoccupied slips at the marina and the date of the observation.
 - B. A review of all visual observations records and inspection records.
 - C. A visual inspection of all potential pollutant sources for evidence of, or the potential for, pollutants entering surface waters.
 - D. A review and evaluation of all BMPs to determine whether the BMPs are needed. A visual inspection of equipment needed to implement the MPPP, such as spill response equipment, must be included.
 - E. An evaluation report that includes identification of personnel performing the evaluation, the dates of the evaluation, necessary MPPP revisions, a schedule for implementing MPPP revisions, and incidents of noncompliance and the corrective actions taken. The evaluation report must be submitted as part of an annual report, retained for at least 5 years, and signed and certified in accordance with the standard provisions of the General Permit.
 - F. The MPPP must be revised as appropriate, and the revisions implemented within 90 days of the evaluation.
10. Records. The following requirements apply to all facilities regulated under the General Permit.

- A. The MPPP and all associated documents, including the visual monitoring logs, quarterly site evaluations, and annual reports submitted to the Regional Board, must be retained on-site and made available upon request by a representative of the Regional Board.
- B. The MPPP is considered a report that must be available to the public under section 308(b) of the CWA. Upon request by a member of the public, the marina operator must make a copy of the MPPP available for review directly to the requestor.
- C. The MPPP must include the signature and title of the person responsible for preparing of the MPPP, the date of initial preparation, and the person and date for each amendment to the MPPP.

IX. MONITORING AND REPORTING REQUIREMENTS

Compliance with NPDES permits and waste discharge requirements is generally self-monitored by each individual discharger, with oversight by the Regional Board. In many cases, to ensure the protection of water quality and compliance with the NPDES permit, the dischargers must monitor the receiving waters. The results of the “self-monitoring” programs are reported to the Regional Board and are used to determine compliance with the waste discharge requirements. Discharges are required to report and take necessary corrective actions when they discover that they are not in compliance with the permit.

Under this General Permit, monitoring is required to evaluate the effectiveness of the MPPP at the marina and to ensure that the BMPs are reducing pollutants or preventing them from discharging into receiving water bodies, as described in Section VIII. Marina operators are required to perform daily visual observations of all drainage areas and locations where industrial-type activity is likely to occur within the facility boundaries for the presence of unauthorized discharges. These observations should be made during daylight hours. Weather conditions at the time of monitoring should be recorded. The daily visual observations must document the presence of any noncompliance with the MPPP, discoloration, stains, odors, floating materials, suspended material, oil and grease, turbidity, and the like, as well as the source of any discharge. Records of the visual observation dates, locations observed, observations, and response taken to eliminate unauthorized discharges and to reduce or prevent pollutants from contacting discharges and receiving water bodies must be maintained. A minimum of three storm events with rainfalls greater than one quarter (0.25) of an inch shall be observed annually to ensure the integrity of storm water BMPs. A comprehensive site observation and compliance evaluation must be conducted quarterly, as described in the MPPP. These records must be maintained on-site at all times.

All marina operators must submit an Annual Report by February 1st of each year to the Executive Officer of the Regional Board. The report must include a summary of visual observations; the Quarterly Comprehensive Site Compliance Evaluation Report; the numbers of boats in the water by length of slip; and, if applicable, an explanation of why

the marina did not implement any activities required by the General Permit. The Annual Report must be signed and certified in accordance with the standard provisions of the General Permit.

All monitoring information and copies of all reports required by the General Permit shall be retained for at least 5 years.

X. ANTIDEGRADATION POLICIES

Pursuant to 40 CFR 131.12 and State Board Resolution No. 68-16, *Statement of Policy with Respect to Maintaining High Quality of Waters in California* (collectively, antidegradation policies), the Regional Board must ensure that any increase in pollutant loading to a receiving water meets the requirements stated in the foregoing policies. At a minimum, permitting actions must be consistent with all of the following:

1. Existing instream water uses and the level of water quality necessary to protect existing beneficial uses must be maintained and protected.
2. Where the quality of the waters exceeds levels necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water, the quality must be maintained and protected unless the State finds, after full satisfaction of the intergovernmental coordination and public participation provisions of the State's continuing planning process, that allowing lower water quality is necessary to accommodate important economic or social development in the area in which the waters are located.
3. Where high-quality waters constitute an outstanding national resource, such as waters of National and State Parks and wildlife refuges and waters of exceptional recreational or ecological significance, that water quality must be maintained and protected.
4. In those cases where potential water quality impairment associated with a thermal discharge is involved, the antidegradation policy and implementing method must be consistent with section 316 of the Clean Water Act.

The Regional Board, in establishing the requirements contained herein, has taken into consideration the requirements of the State and Federal "antidegradation" policies and has determined the following:

1. The requirements and conditions contained in the General Permit for wastes from marina operations ensure that the existing beneficial uses and quality of the proposed receiving waters will be maintained and protected. As described further in Section VIII, the Regional Board is requiring marina operators to develop MPPPs, the objective of which is to prevent the discharge of pollutants to harbor waters. When the MPPPs have been properly developed and implemented by the marina operators, pollutant loadings are expected to decrease. Therefore, the

Regional Board believes that the terms and conditions of the General Permit are consistent with the above policy.

2. No receiving waters covered under the terms and conditions of this General Permit have been designated an outstanding national resource water by the SWRCB.
3. Thermal discharges potentially impairing water quality are not authorized under the terms and conditions of this General Permit; therefore, section 316 of the Clean Water Act is not applicable.

XI. EXPIRATION DATE OF NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT

The expiration date of Tentative Order No. R9-2003-0215 is June 11, 2008.

XII. WRITTEN COMMENTS

Interested persons are invited to submit written comments regarding Order No. R9-2003-0215. Comments should be submitted in person or by mail to:

Executive Officer
California Regional Water Quality Control Board
San Diego Region
ATTN: Peter Michael
9174 Sky Park Court, Suite 100
San Diego, CA 92123-4340
Phone: 858-467-2990
Email: michp@rb9.swrcb.ca.gov

It is requested that written comments be received by the Regional Board before June 11, 2003, or if hand carried, by the end of the Regional Board public hearing on this permit on June 11, 2003. To ensure that the Regional Board has the opportunity to fully study and consider written material, comments should be received no later than 5:00 p.m. on June 6, 2003.

XIII. PUBLIC HEARING

The Regional Board will consider Order No. R9-2003-0215 on June 11, 2003 at a public hearing to be held at the San Diego Water Quality Control Board Regional Board Room, 9174 Sky Park Court, San Diego, California, at the Regional Board's regular meeting beginning at 9:00 AM.

XIV. REVIEW OF WASTE DISCHARGE REQUIREMENTS

Copies of the waste discharge requirements and other documents (other than those that the Executive Officer maintains as confidential) are available at the Regional Board office for inspection and copying according to the following schedule (except holidays):

Monday and Thursday:	1:30 p.m. to 4:30 p.m.
Tuesday and Wednesday:	8:30 a.m. to 11:30 a.m. and 1:30 p.m. to 4:30 p.m.
Friday:	8:30 a.m. to 11:30 a.m.

Copying activities and file reviews should be scheduled in advance. An appointment may be scheduled by calling (858) 467-2952.

XV. AVAILABILITY OF INFORMATION

For additional information, interested persons may write to the address mentioned in Section I of the Order or contact Peter Michael of the Regional Board staff at 858-467-2990 or by sending an E-mail to michp@rb9.swrcb.ca.gov.